

BUS RAPID TRANSIT

valley rapid



Santa Clara Council Presentation February 28, 2012

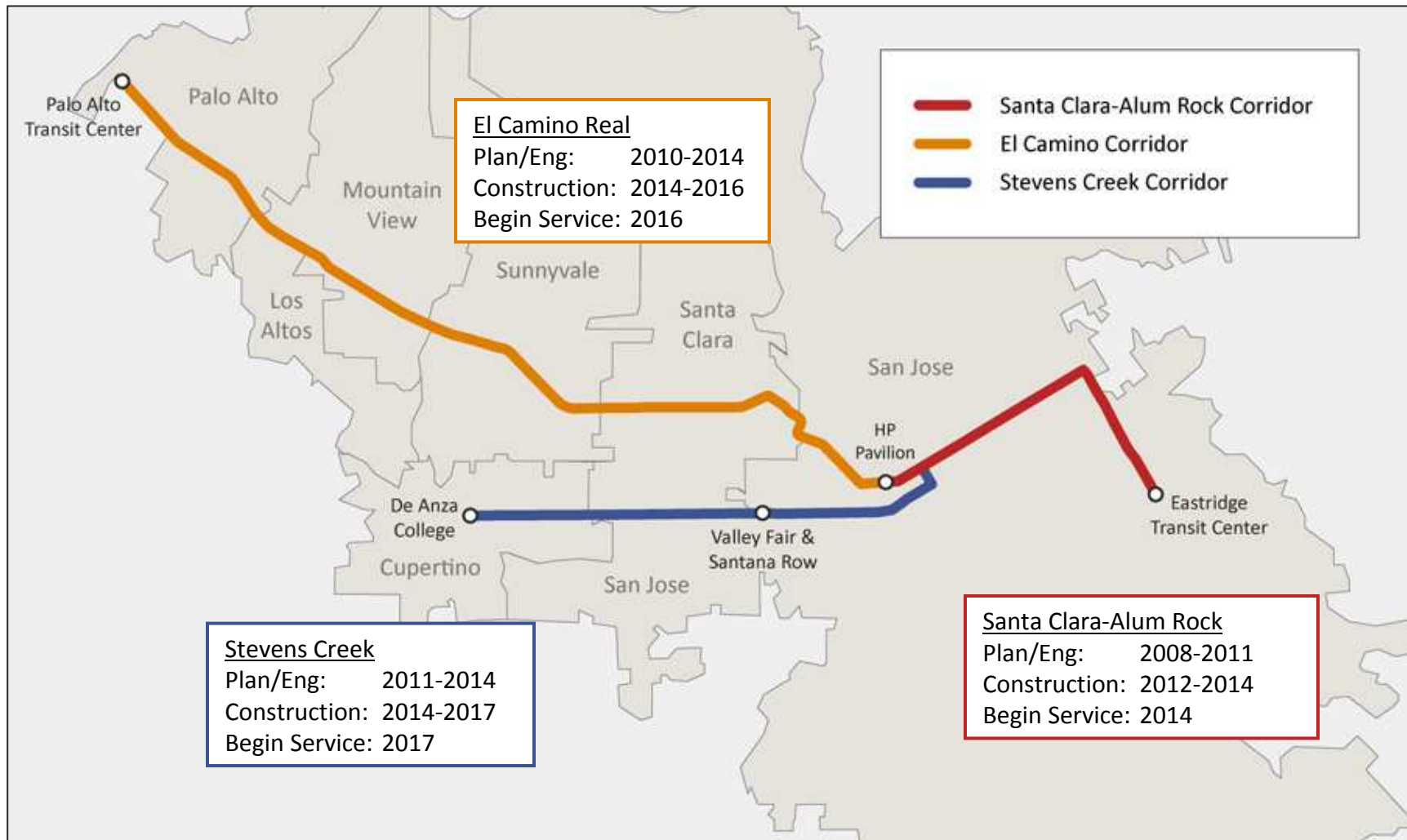
Prior Meetings in Santa Clara:

May 2011: Policy Advisory Board

October 2011: Public Outreach Workshop

January 2012: Chamber of Commerce

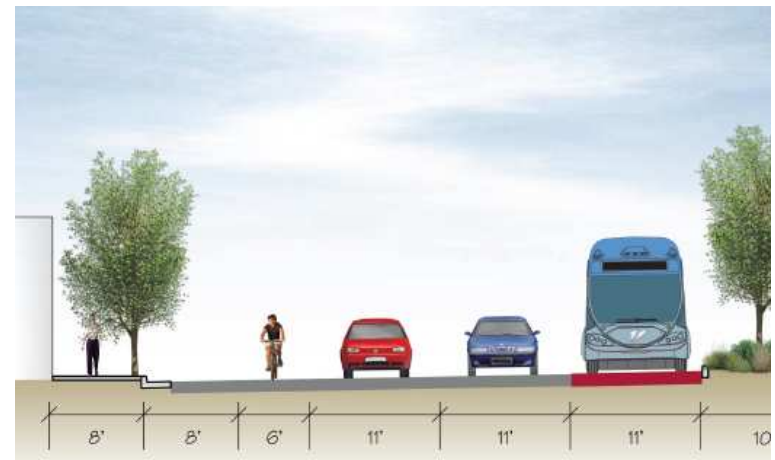
Recommended Corridors – BRT Strategic Plan



Two possible street configurations

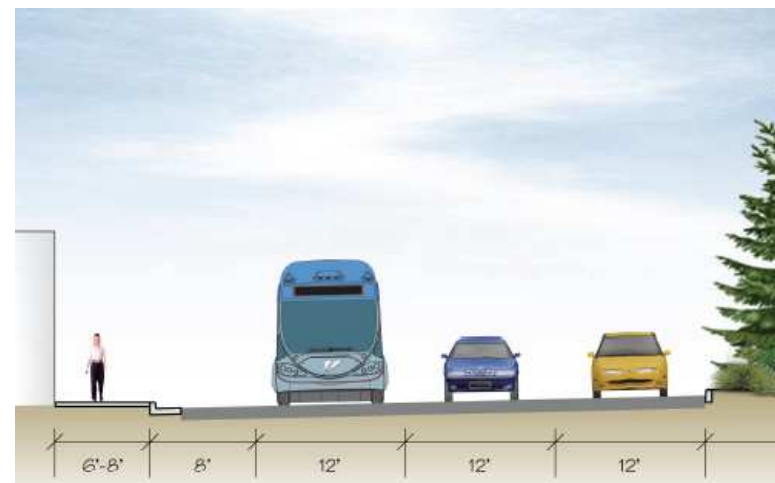
Dedicated Lane Configuration

- Converts general use lane into BRT-only lane
- Preserves on-street parking
- Adds bicycle lane
- Median BRT stations
- Fastest transit operations
- Median width reduced from 16 ft. to 10 ft.

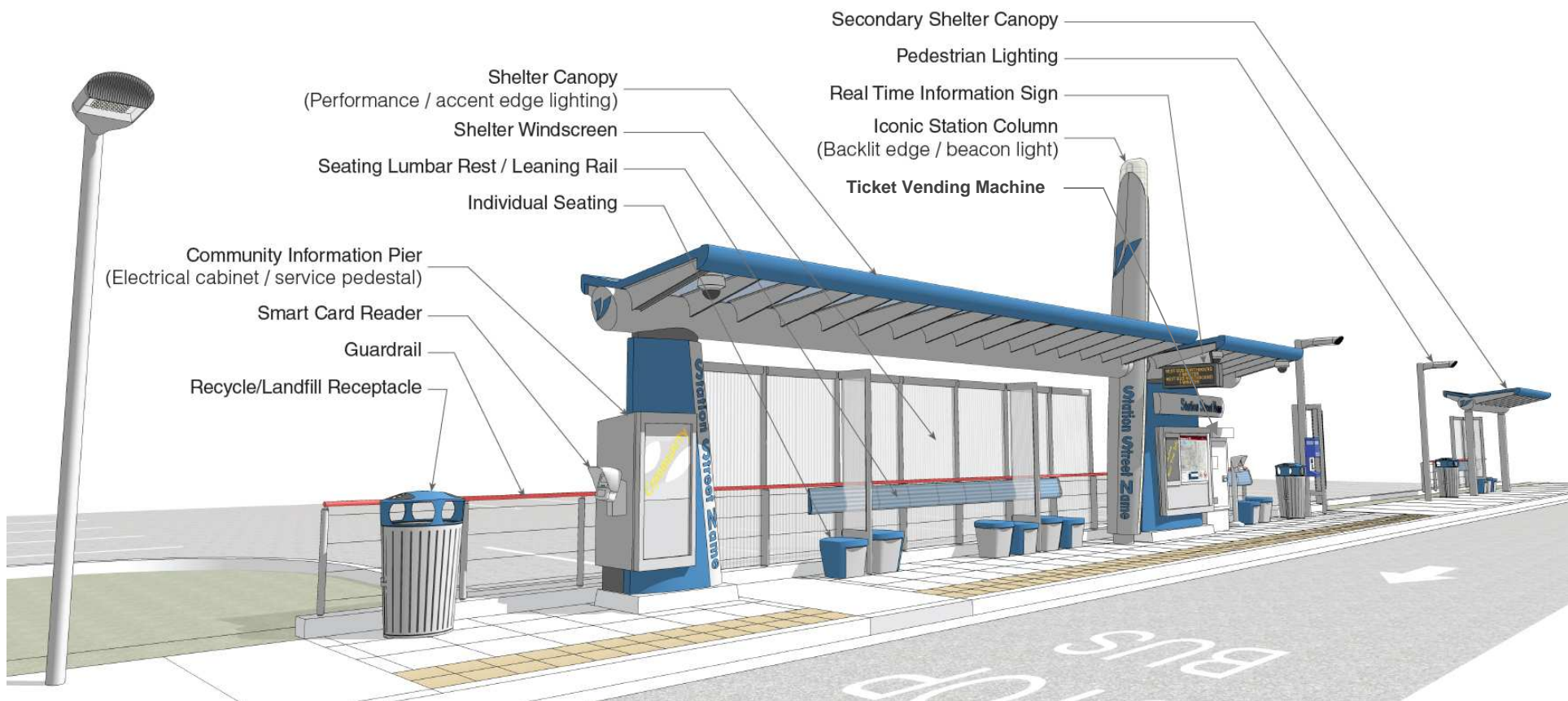


Mixed Flow Configuration

- Lane configuration stays the same
- No bicycle lane
- Sidewalk bulbout stations
- Bus operates in right lane with cars
- Not much faster than current 522 Rapid Bus



Enhanced Stations



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Photosimulation

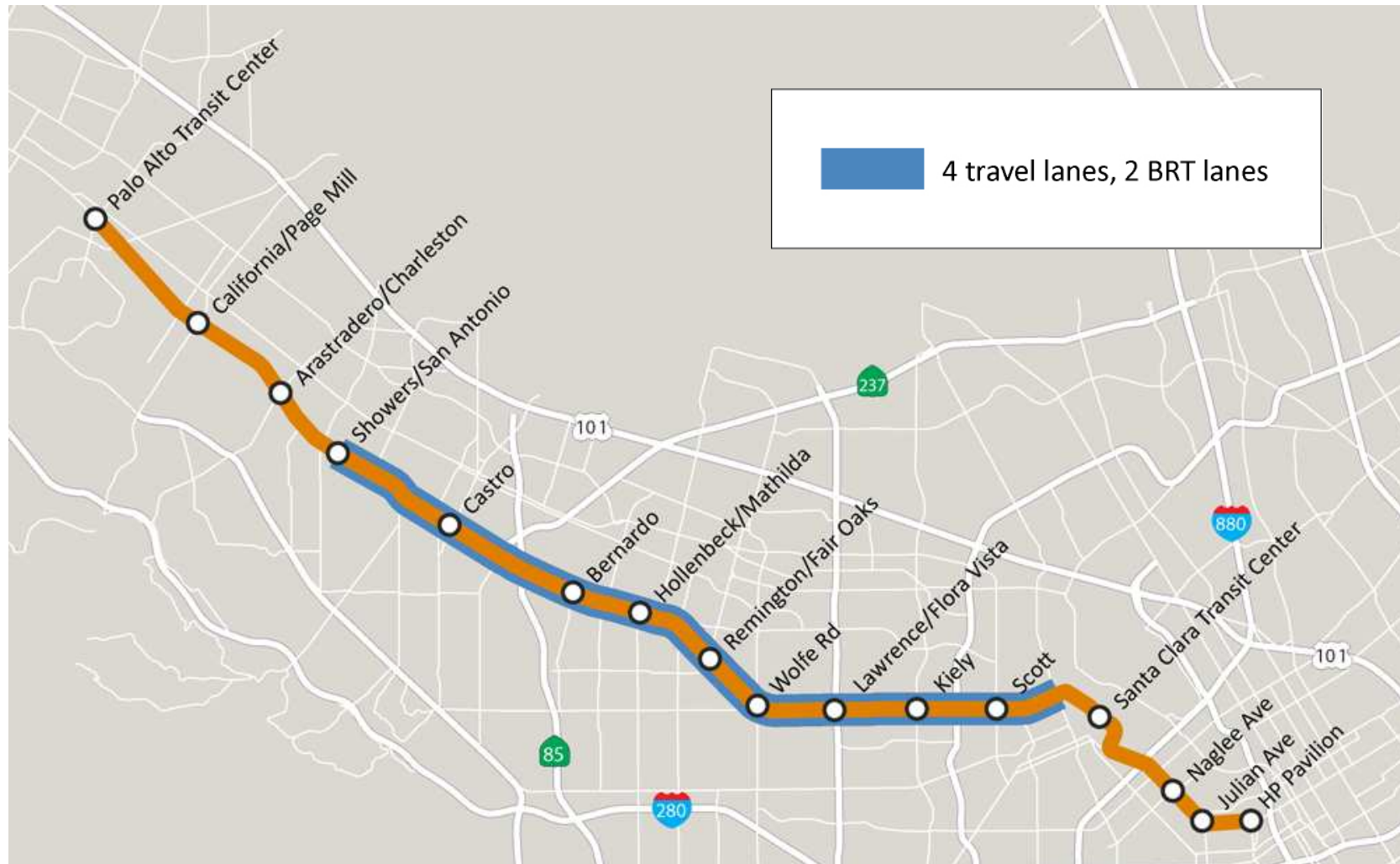
El Camino Real and Scott Blvd Intersection



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Optimized Project



Optimized Project means...

Transit travels faster

- 2035 without project – 107 min EB, 74 min WB
- 2035 with project – 71 min EB, 53 min WB (improvements of 34% EB and 28% WB)

Little impact to auto travel time between San Jose and Palo Alto

- 2035 Eastbound peak period – from 58 min to 57 min
- 2035 Westbound peak period – from 43 min to 45 min

Increased transit ridership

- 2035 with project – 38,398 projected corridor riders
- 2035 without project – 20,835 projected corridor riders

Lower transit operating costs, higher farebox recovery

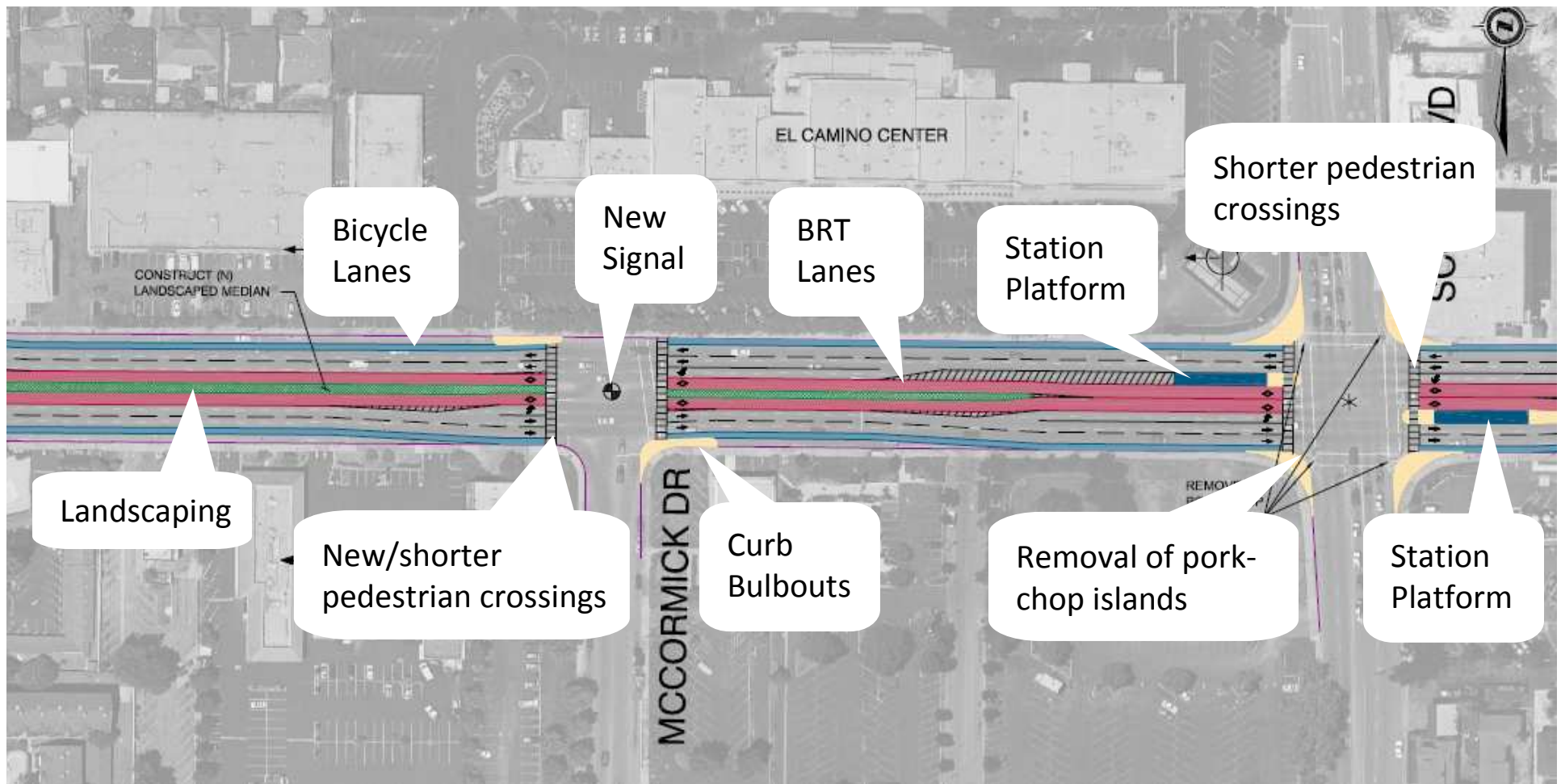
- Farebox recovery – 70%

Optimized Project means...

Santa Clara benefits

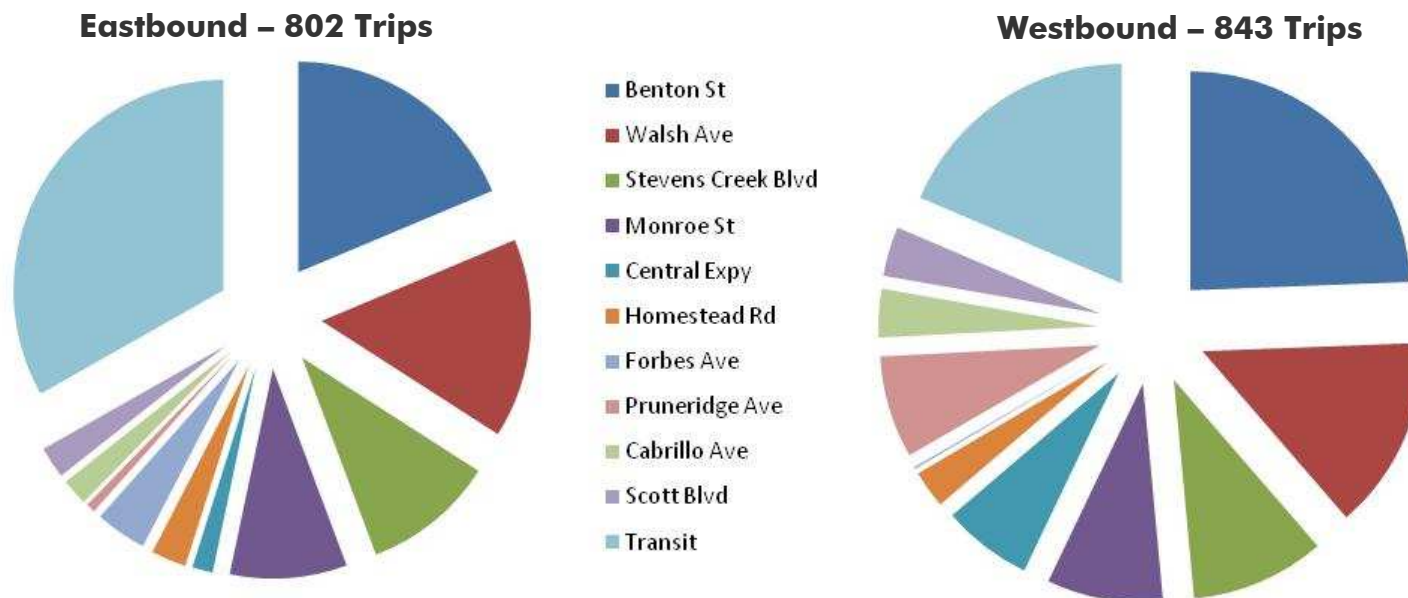
- Implementation of General Plan's vision for a four-lane El Camino Real with BRT
- Investment of \$240 million in entire corridor — \$52 million in Santa Clara
 - Street configuration
 - Addition of bicycle lane
 - Pedestrian improvements – safer, shorter and more frequent pedestrian crossings (if city desires)
 - Addition of traffic signals to unsignalized intersections (if city desires)
 - Landscaping
 - Decrease in vehicle miles traveled
 - Decrease in greenhouse gas emissions

Project Improvements



Diverted traffic – 2035 screenline analysis

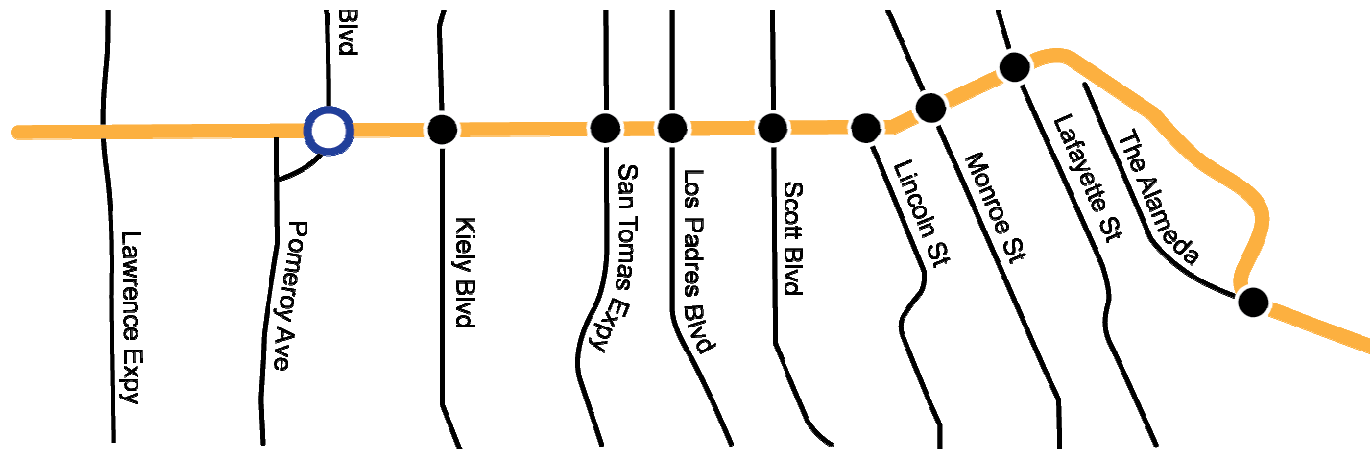
- The conversion of a general use lane to transit and bicycle would remove 802 eastbound auto trips and 843 westbound auto trips in the PM peak hour
- Majority of auto trips occur on parallel routes: Benton, Walsh, Stevens Creek, Monroe, Central Expressway, Homestead, Forbes, Pruneridge, Cabrillo and Scott



- Local collector streets are not attractive to drivers diverting due to poor connectivity, low speed limits and stop signs

Traffic impact on El Camino Real

- Currently, one intersection on El Camino Real in Santa Clara (San Tomas Expwy) operates at LOS F.
- By 2035, increased intensity of land use as well as growth projected by ABAG will increase traffic on El Camino Real.
 - Without BRT, 10 intersections are projected to operate at LOS F in 2035.
 - With BRT, 9 intersections are projected to operate at LOS F in 2035.



LEGEND



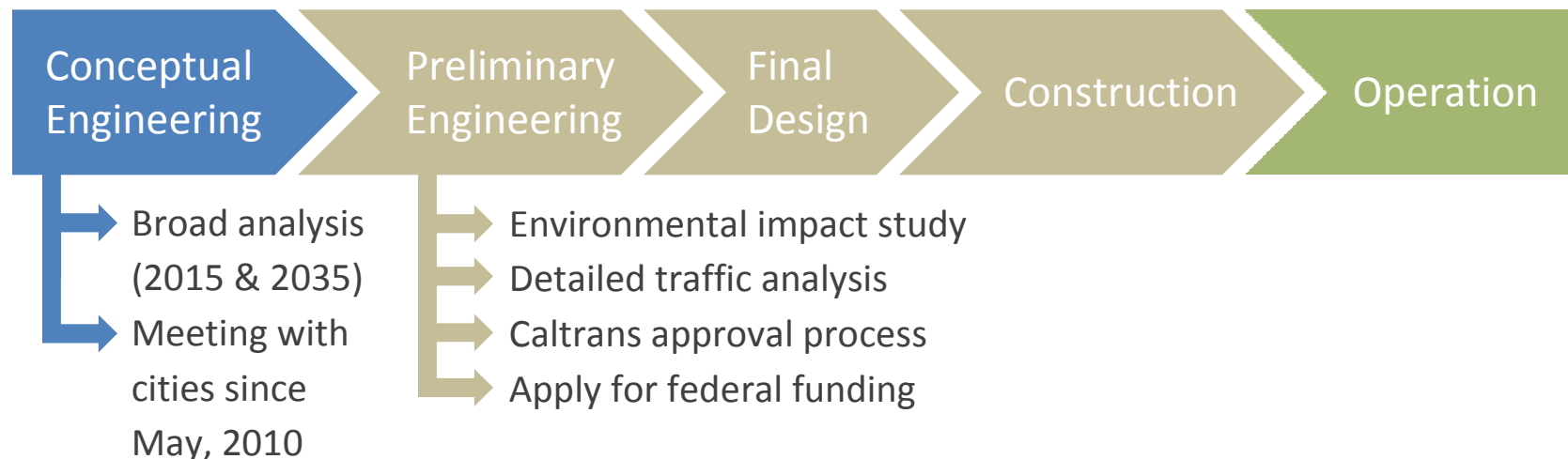
At LOS F- with Project 2035



No Longer at F with Project 2035

Project Next Steps

- Need to develop project definition (location of BRT lanes)
- Seeking Council input on VTA's staff recommendation for BRT on El Camino Real
- Request Council to take formal action on street configuration in spring of 2012



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End